

For Sale.

MacEwen, Frickel & Co.

HAYES MOVED INTO THEIR NEW PREMISES.

VICTORIA EXCHANGE,

QUEEN'S ROAD CENTRAL, AND ALL SELLING STORES and other RETAIL ARTICLES at the lowest possible prices.

FOR CASH, and giving the benefits of the Co-operative Store system to the Public without the necessity of Membership. Detailed Prices will be furnished on application.

CHASSE & BLACKWELL'S
OILMAN'S STORES.
JOHN MOIR & SONS, LIMITED,
OILMAN'S STORES.
J. T. MORRISON'S
OILMAN'S STORES.
MACDONALD BROTHERS'
Lowest
OILMAN'S STORES.
AMERICAN
OILMAN'S STORES.

WINES, &c.
CHATEAU MARGAUX.
CHATEAU LA TOUR, pints & quarts.
1885. GRAVES.
BREAKFAST CLARET, " "

SACCOFF'S MANGONILLA & AMON-
TILLADO.
SACCOFF'S OLD INVALID PORT
(1848).
HUNT'S PORT.
1 and 3-star HENNESSY'S BRANDY.
COGNAC HENNESSY'S BRANDY.
FINEST OLD BOURBON WHISKY.
KIRWAN'S LL WHISKY.
ROYAL GLENDEE WHISKY.
BOON'S OLD TOM.
E. & J. BARR'S IRISH WHISKY.
ROSE'S LIME JUICE CORDIAL.
NOLLY FRAT & Co.'s VERMOUTH.
JAMESON'S IRISH WHISKY.
MARSALE.
EASTERN AMERICAN CIDER.
CHARTREUSE.
MARASCHINO.
OURACAO.

SACCOFF'S ALE, bottled by CAMERON and
SANDERS, pints and quarts.
GUINNESS'S STOUT, bottled by E. &
J. BURKE, pints and quarts.
DRAUGHT ALE and PORTER, by the
Gallon.
ALE and PORTER, in hogheads.

TO LET, FROM 1st MAY.
SHOPS and GODOWNS, and STOR-
AGE, at No. 55 QUEEN'S ROAD EAST,
(opposite the Temperance Hall). Also
BEDROOMS. SERVANTS and KITCHEN AC-
COMMODATION.
Apply to
MacEwen, Frickel & Co.
Hongkong, April 4, 1885. 572

WASHING BOOKS.
(In English and Chinese.)
WASHERMAN'S BOOKS, for use of
Ladies and Gentlemen, can now
be had at this Office.—Price, \$1 each.
CHINA MAIL Office.

NOW READY.
THE REVENUE OF CHINA.
A SERIES OF ARTICLES
Reprinted from "The China Mail."

WITH AN APPENDIX.
THIS PAMPHLET is now ready,
and may be had at the
Office of this Paper.
Messrs. LANE, CRAWFORD & Co.'s,
Messrs. KELLY & WALSH'S,
And Mr. W. BREWER'S.

Price, 50 Cents.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH
MORNING STAR
Runs daily as a FERRY BOAT between
Pedday's Wharf and Tsim-tse-tau at the
following hours:—This Table will take
effect from the 15th April, 1885.

WEEK DAYS.	SUNDAYS.
Leave Pedday's Wharf, 6.00 A.M.	Leave Tsim-tse-tau, 6.00 A.M.
8.00 " 8.30 " 7.30 " 8.00 "	8.00 " 8.30 " 7.30 " 8.00 "
8.50 " 9.00 " 9.00 " 10.15 "	8.50 " 9.00 " 9.00 " 10.15 "
9.40 " 10.15 " 11.00 " noon "	9.40 " 10.15 " 11.00 " noon "
10.40 A.M., 12.30 P.M., 12.50 P.M., 1.00 P.M.	10.40 A.M., 12.30 P.M., 12.50 P.M., 1.00 P.M.
12.45 P.M., 1.00 " 1.30 " 2.00 "	12.45 P.M., 1.00 " 1.30 " 2.00 "
1.30 " 2.00 " 2.30 " 3.00 "	1.30 " 2.00 " 2.30 " 3.00 "
2.20 " 3.00 " 3.30 " 4.00 "	2.20 " 3.00 " 3.30 " 4.00 "
3.30 " 4.00 " 4.15 " 4.30 "	3.30 " 4.00 " 4.15 " 4.30 "
4.15 " 4.30 " 4.50 " 5.10 "	4.15 " 4.30 " 4.50 " 5.10 "
4.50 " 5.10 " 5.25 " 5.40 "	4.50 " 5.10 " 5.25 " 5.40 "
5.25 " 5.40 " 5.55 " 6.10 "	5.25 " 5.40 " 5.55 " 6.10 "
5.55 " 6.10 " 6.30 " 7.00 "	5.55 " 6.10 " 6.30 " 7.00 "
6.30 " 7.00 " 7.15 " 7.30 "	6.30 " 7.00 " 7.15 " 7.30 "

* There will be no Launch on Monday
and Friday, on account of coaling.
The above Time Table will be strictly
adhered to, except under unavoidable
circumstances. In case of stress of weather,
due notice will be given of any stoppage.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:—

BLACKLANDER, British ship, Capt. Hore.
—Russell & Co.
GOODALL, American barque, Capt. Wm.
E. Hays.
J. V. THOMP, British ship, Capt. W. R.
FARWORTHY—Melchers & Co.
JACO. M. CLARK, American barque, Capt.
J. T. COMB.—H. J. H. Tripp.
MADRAS, Brit. steamer, Capt. H. Plenge.
—Melchers & Co.
MANTRA, British barque, Captain A.
McPherson.—Arnhold, Karberg & Co.
New Orr, British ship, Captain J. C.
Bray.—Melchers & Co.
RABBITO, American ship, Capt. Holmes.
—Russell & Co.
TERRA, British ship, Capt. Colin Fraser.
—Messengers Maritimes.
WILLOWOOD, American barque, Capt. O.
A. Sawyer.—Russell & Co.

To Let.

TO LET.

NEW BUNGALOW—FURNISHED, at
Mount Kellett Spur. Five Rooms,
LARGE BATHROOM, OUT HOUSES, TENNIS
COURT.
Possession from April.
Apply to
JOHN D. HUTCHISON,
24, Stanley Street.
Hongkong, April 6, 1885. 583

STORAGE.

GOODS RECEIVED ON STORAGE in
Commodious and well ventilated
GODOWNS on his New Premises in
DUNDRELL STREET, next to the ORIENTAL
HANK.
G. R. LAMBERT.
Hongkong, December 27, 1884. 2178

TO LET.

COLLEGE CHAMBERS' (late HOTEL
DE L'UNIVERSITY) Single Rooms or
SUITS of APARTMENTS.
Nos. 4 and 18, HOLLYWOOD ROAD.
No. 25B, PRINCE STREET.
No. 44, GRAHAM STREET.
No. 5, PEDDERS HILL.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, April 8, 1885. 596

TO LET.

OFFICES and CHAMBERS, No. 7,
QUEEN'S ROAD, lately occupied by
Messrs. JARVIS, MATHESON & Co.
Apply to
BIRD & PALMER,
Who will exhibit Plans and arrange Offices
to suit applicants.
Hongkong, April 8, 1885. 597

TO LET.

THE DWELLING HOUSE, No. 3B,
CALDWELL ROAD, Possession from 1st
January, 1885.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, December 23, 1884. 2164

Insurances.

LANCASHIRE INSURANCE
COMPANY.
(FIRE AND LIFE.)
CAPITAL, TWO MILLIONS STERLING.
THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.
Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.
If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.
For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNHOLD, KARBERG & Co.,
Agents, Hongkong & Canton.
Hongkong, January 4, 1887. 100

THE Undersigned having been appointed
Agents for the above Company are
prepared to GRANT POLICIES on MARINE
RISKS to all parts of the World, at current
rates.
ARNHOLD, KARBERG & Co.
Hongkong, November 6, 1883. 865

Insurances.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The Third,
A. D. 1720.
THE Undersigned have been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates, payable either
here, in London, or at the principal Ports
of India, China and Australia.
Fire Department.
Policies issued for long or short periods at
current rates.
Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.
HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872. 496

NOTICE.

QUEEN FIRE INSURANCE COM-
PANY.
THE Undersigned are prepared to accept
Risks of Fire on Chinese Godowns at 1
per cent. net premium per annum.
NORTON & Co., Agents.
Hongkong, May 19, 1881. 938

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.
THE Undersigned, Agents of the above
Company, are authorized to insure
against FIRE at Current Rates.
GILMAN & Co.
Hongkong, January 1, 1882. 14

To-day's Advertisements.

FOR SHANGHAI
(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, TIENTSIN,
NEWCHOW, HANKOW and Ports on the
YANGTSE.)
The Steamship
Glenagles,
Capt. Casson, will be
despatched as above on
MONDAY, the 27th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, April 25, 1885. 687

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, NEW-
CHOW, TIENTSIN, HANKOW and
Ports on the YANGTSE.)
The Co.'s Steamship
Cyclops,
Capt. Jago, will be
despatched as above on
MONDAY, the 27th instant, at 3 p.m.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, April 25, 1885. 690

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
The Co.'s Steamship
Douglas,
Capt. M. York, will be
despatched for the above
Ports on TUESDAY, the 28th instant, at
Daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, April 25, 1885. 685

FOR SWATOW, AMOY & FOCHOW
(SHARP PEAK).
The Co.'s Steamship
Douglas,
Capt. M. York, will be
despatched for the above
Ports on TUESDAY, the 28th instant, at
Daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, April 25, 1885. 685

FOR SHANGHAI VIA SWATOW.
(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, TIENTSIN,
NEWCHOW, HANKOW and Ports on the
YANGTSE.)
The American Steamship
Eu-shan,
Capt. Choo, will be
despatched for the above
Ports on TUESDAY, the 28th instant, at
Noon.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, April 25, 1885. 688

THE Undersigned has received instruc-
tions from H.M. NAVAL STOREKEEPER
to sell by Public Auction, on
WEDNESDAY,
the 28th April, 1885, at Noon, at H. M.
Naval Yard,—
SUNDRY NAVAL & VICTUALLING
CONDEMNED STORES, &c.,
comprising:—
Old Iron, IRON CASKS, CHAIN CABLE,
CANNON, ZINC, HOSES, LAMPS, CANVAS
RAGS, DISCUT, CANES, CANISTERS, CLOTH-
ING and IMPRIMENTS.
&c., &c., &c.
Terms of Sale.—As customary.
J. M. ARMSTRONG,
Government Auctioneer.
Hongkong, April 25, 1885. 689

FROM LONDON, PENANG AND
SINGAPORE.
THE Steamship Glenagles having arrived
from the above Ports, Consignees of
Cargo by her are hereby informed that
their Goods—with the exception of Opium
are being landed at their risk into the
Godowns of the Undersigned, whence and/or
from the Wharves or Boats delivery may
be obtained.
Optional Cargo will be forwarded un-
less notice to the contrary be given before
Noon To-day, the 25th instant.
Cargo remaining undelivered after the
2nd May will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
Hongkong, April 25, 1885. 688

ARRIVALS.
April 25, 1885.—
Anton, German steamer, 306 E. Aceboas,
Fukchi April 20, and Macao 24, General.
—WILKIN & Co.
Tweed, British gun-vessel, from a cruise.
Glenagles, British steamer, 1,837, Casson,
London March 14, and Singapore April 19,
General.—JARDINE, MATHESON & Co.
Caribrooks, British steamer, from Wham-
po.
Cyclops, British steamer, 1,420, R. Jago,
Liverpool March 10, and Singapore April 19,
General.—BUTTERFIELD & SWIRE.

DEPARTURES.
April 25.—
Benvenue, for Nagasaki.
Sumatra, for Shanghai and Yokohama.
Diamond, for Hongkong.
Rensu, for Kobe.
Kwang Lee, for Saigon.
Amatista, for Swatow.
Ningchow, for Shanghai.
Diamond, for Saigon.
China, for Saigon.
Pictoria, for Singapore.
Anton, for Hongkong.
Alden Bess, for Victoria, (B.C.)

OLEARIED.
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Hongkong, April 25, 1885. 688

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Kwang Lee, for Saigon.
Amatista, for Swatow.
Ningchow, for Shanghai.
Diamond, for Saigon.
China, for Saigon.
Pictoria, for Singapore.
Anton, for Hongkong.
Alden Bess, for Victoria, (B.C.)

ARRIVALS.
April 25, 1885.—
Anton, German steamer, 306 E. Aceboas,
Fukchi April 20, and Macao 24, General.
—WILKIN & Co.
Tweed, British gun-vessel, from a cruise.
Glenagles, British steamer, 1,837, Casson,
London March 14, and Singapore April 19,
General.—JARDINE, MATHESON & Co.
Caribrooks, British steamer, from Wham-
po.
Cyclops, British steamer, 1,420, R. Jago,
Liverpool March 10, and Singapore April 19,
General.—BUTTERFIELD & SWIRE.

DEPARTURES.
April 25.—
Benvenue, for Nagasaki.
Sumatra, for Shanghai and Yokohama.
Diamond, for Hongkong.
Rensu, for Kobe.
Kwang Lee, for Saigon.
Amatista, for Swatow.
Ningchow, for Shanghai.
Diamond, for Saigon.
China, for Saigon.
Pictoria, for Singapore.
Anton, for Hongkong.
Alden Bess, for Victoria, (B.C.)

OLEARIED.
Sumatra, for Shanghai and Yokohama.
Diamond, for Hongkong.
Rensu, for Kobe.
Kwang Lee, for Saigon.
Amatista, for Swatow.
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Benvenue, for Nag

and finally they issued a warrant for his arrest. The poor wretch, maddened by fear that if the Chinese authorities once got hold of him his life would be forfeited for making his just claim, or that at least he would mysteriously disappear from sight as did the comrade of a foreigner in Shanghai some ten years ago, fled for his life. The sudden flight led to serious financial difficulties for the foreign firm, which were due in a large measure to the unfortunate land case. Since that time we have heard occasionally that no settlement had been arrived at, and begun to fear that the whole thing would collapse, and thus leave the victory to the splendid passive doggedness of the Chinese. Fortunately this is not to be, for although the land will not be given up to the claimants, the Chinese are to pay the sum of \$24,000 for the surrender of the claim. We hear from native sources that one-fourth of this sum is a mulct on the Chinese officials who were the prime cause of the mischief, and if this is so we rejoice, as such a fine may prove a valuable deterrent to similar action on their part in the future. The payment of such a substantial sum for a piece of land, the value of which is probably \$4000 at the outside, is a virtual admission by the native officials that the claim of the firm was just and incontestable, while the action of the Germans was fully justified. We congratulate our German friends on the final settlement of the case, and are specially pleased that the ignorant and obstructive officialdom of China should be mulcted; but we should have liked to see, in the interests of all European residents, a different treatment meted out to all the officials concerned. There was no necessity for Germany to discontinue the vigorous action of her consular officials, for, as a general rule, all consular officers are far too lax and pro-Chinese in their tendencies. On the other hand, it is greatly to be regretted that the obstructive policy of the Chinese officials was not punished by compelling the formal acknowledgment of the propriety of the claim, the handing of the land over to the claimants and the degradation of the most obstructive officials concerned. It is probable that this would have been done had it not been for the Franco-Chinese trouble. Prince Bismarck cannot wish to strengthen the hands of France by any course of action, and thus so far as China is concerned in the question, political reasons have this juncture an undue influence on all such questions.

TELEGRAMS.

Extreme Gravity of the Situation.

RUSSIA AND ENGLAND.

LONDON, 24th April.

Mr Gladstone, in reply to a question in the House of Commons, said that the Government is engaged in correspondence of extreme gravity with the Russian Government, but that at present it is inexpedient to make a statement on the subject.

The French Trouble in Egypt.

LONDON, 25th April.

After a short interview with the Khedive, the French Consul-General halted down his flag at Cairo.

ORDER OF MUSICAL SERVICE AT ST. JOHN'S CATHEDRAL.—3RD SUNDAY AFTER EASTER. Matins.—Venite, Reginale; Psalms; Hallel, Armes, Green & Halmore; Te Deum & Jubilate, Tuti; Anthem, 'O Saviour of the World' (Goss); Hymn, 199.

Evening Song.—Psalms, Barnby to P. 160, Dupuis to V. 178; Magnificat & Nunc Dimittis, Monk in A; Anthem, 'O love the Lord' (Sullivan); Hymns, 230 and 236.

SERVICES OF THE CHURCH OF ENGLAND FOR TO-MORROW.—3RD SUNDAY AFTER EASTER. Cathedral.

8 a.m.—Parade Service, Morning Prayer and Sermon. The Military Chaplain. 11 a.m.—Morning Prayer, Litany and Sermon. The Colonial Chaplain. 3.30 p.m.—Children's Service. The Colonial Chaplain.

5.45 p.m.—Evening Prayer and Sermon. The Colonial Chaplain. St. Peter's Church. 6 p.m.—Evening Prayer and Sermon. Rev. J. B. Ost. Garrison Theatre. 7.30 p.m.—Soldiers' voluntary service. The Military Chaplain.

St. Stephen's Church (all services in Chinese). 11 a.m.—Morning Prayer, Litany and Sermon. Revs. J. B. Ost and Fong Yat Sau. 7 p.m.—Evening Prayer and Sermon. Revs. J. B. Ost and Fong Yat Sau.

LOCAL AND GENERAL.

The next American Mail, per the P. M. S. Co.'s steamer City of Peking, left Yokohama on Saturday, the 25th inst., at daylight, and may be expected here on or about Friday, the 1st May.

The D. D. R. steamer *Heperia* left Singapore for this port on the afternoon of the 21st inst., and may be expected here on or about the 26th inst.

The E. & A. S. Co.'s steamer *Guthrie* left Port Darwin for this port on the 16th inst., and may be expected to arrive on or about the 26th inst.

The Shire Line steamer *Denbighshire* left Singapore for this port on the morning of the 25th inst.

Lat. quotations in London for Consols are 95½.

The Singapore Free Press hears that H.B.M.'s sloop *Wild Swan* is expected to arrive shortly in Singapore from Europe.

Messrs. Adamson, Bell & Co. inform us that the Shire Line S.S. *Denbighshire*, from Hamburg, Antwerp and London, left Singapore for this port this morning.

The Harbour Master's Report for 1884, which has been compelled to hold over for several days, will be found on the fourth page of to-night's issue.

At the return rifle match which took place this afternoon between eight 'cracks' and nine 'duffers' of the Police Force, the 'cracks' won by 14 points.

We hear that a 9-inch gun is to be fitted up in an earth-work commanding the narrowest part of the Ly-be-moon Pass, for the protection of the submarine mine field, to be laid there so soon as occasion shall require it.

We learn from our Straits contemporaries that a strong English operative company, consisting of twelve members, six of whom are ladies, was expected to arrive in Singapore from Calcutta by one of the next opium steamers. The company propose to play *La Masetto*, *Bohemian Girl*, *Maritana*, *Giroli Giroli*, and the *Grand Duchess*.

As Mr Gladstone described the negotiations between England and Russia as being at the point of 'extreme gravity,' there can be no great distance now between this and a final declaration one way or another. It is hoped that Russia may think better of it, but nothing but an ultimatum, we fear, will disabuse the Russian mind that all compromise is at an end.

The following notice, signed by Mr H. M. Baily, Secretary to the Hongkong General Chamber of Commerce, was issued this forenoon:—

'The British Consul at Tamsui reports that the blockade of Tamsui was raised on 16th instant by order of the French Government. Vessels coming to Tamsui, owing to the obstruction laid by the Chinese in the entrance to the harbour, have to anchor for the present outside the bar.'

We commend this sign of activity on the part of the Chamber, but are curious to know why the information was not forthcoming officially days ago.

THE *Economist* of the 14th March contains the following paragraph, which probably throws some light upon the touchiness of the French Government displayed over the *Bosphore Egyptian* incident. 'That presumably French organ published at Port Said has achieved a reputation not usually accorded to ordinary journals, of causing an ultimatum to be issued by one nation against another. The *Economist* says:—

'A conflict has arisen between the Suez Canal Company and the Egyptian Government. The Canal Company had purchased abroad some tugs and lighters for service in the Canal, and the Egyptian Government claimed to levy an import duty on them. The matter is taken up warmly by some of the Paris journals as a question of principle, on the ground that the Egyptian Government has no jurisdiction over the waters of the Canal, which must be considered as a strait between two seas, on which navigation is free, as on the sea it connects. Therefore, until the goods are landed on the shores of the sea, or banks of the Canal, they are not liable to duty. If, they say, the Egyptian Government could exercise a jurisdiction over the waterway it could close the passage, and the Canal would be at the mercy of any Power controlling the Egyptian Government. England is, of course, the Power alluded to.'

The *Bosphore* may have gone a little too far on the pro-French side in this business.

RED-TAPISM appears to be particularly prevalent among the military authorities on this station, in spite of its distance from the head depot at Whitehall. A rather amusing instance of its presence has recently occurred. It appears that the Royal Engineer Department has been busy for some weeks past constructing the new battery at Belcher's Point. A breast-work has already been constructed on the face of the lower tier of the battery which is to be, and work has been commenced in preparation for the upper tier. In the carrying out of the work the passage leading to the roadway or path by which the guns at present in the battery were conveyed there has been blocked up, and now the Engineers want the two howitzers which have been there some time taken out of their way. They are useless where they are, as the breastwork on the face of the battery has been constructed for bigger and heavier guns and there are no embrasures from which the howitzers could be used, and besides this they are in the way of the workmen. But now that the Royal Artillery are asked to take them away it is found that there is no passage left by which to take them out. It will be rather interesting to watch how the difficulty will be overcome.

Tax preliminary arrangements for the employment of armed merchant cruisers for the protection of British commerce in these seas in the event of war with Russia are being pushed forward with satisfactory diligence. It is now definitely known that the steamer *Pembroke Castle*, as soon as she comes out of Aberdeen Dock, will be fitted, armed and manned for her rôle of cruiser, and we understand that her armament is to be the heaviest of the new auxiliary squadron. In addition to the four 64-pounders and one 40-pounder to be supplied to each of the cruisers, it is proposed, we hear, to transfer the whole of the armament of H. M. gunboat *Midge* to the new cruiser. This consists of one 7-inch, 6½ ton gun, one 64-pounder muzzle loader, and one 40-pounder and two 20-pounder breech-loaders, in addition to two machine guns. The crew, or a portion of the crew of the *Midge* are also to be turned over to the *Pembroke Castle*. We understand that the arrangements have already been issued for the dismantling of the *Midge*. Arrangements have also been concluded for the charter by Government of the *Onyiah*, the most powerful steamer of the Glen line, and this

vessel will be handed over to the naval authorities for equipment upon her arrival from Shanghai, which is expected about the middle of next week. Negotiations are also in progress for the charter of the Shire line steamer *Merionethshire*, now in the harbour, by the Government, to be used probably as a store and coaling vessel for the service of the British squadron up north.

The Manila *Comercio* of the 13th instant announces that it is the intention of the Spanish Government to take possession of the Caroline Islands, a group lying in latitude 5° North, and longitude 145° East, and for this purpose, a distinguished naval officer is to be appointed Governor. The news of this intention of the Spanish Government was well received in Manila. The taking of this step is in part due to a long series of letters which have appeared in the *Comercio*, from time to time since October last, written by a correspondent who is well acquainted with these little-known islands. His rose-coloured descriptions of the produce of the islands and the commercial advantages which would accrue from their possession have no doubt excited the ambition of the Spanish Government. Our Manila contemporary further remarks that 'now, more than ever, we must pay attention to what is ours by right of discovery, and what we have hitherto overlooked.' In one of the recent letters the correspondent referred to, he says the islands of Senavine, lying between 3° 43' N. latitude and 181° 11' E. longitude of San Fernando, and of which Ascension (or Ponape, or Yonape) is the principal, constitute the most interesting part of the group. Ascension Island is about 50 miles in circumference. The soil of the islands is very rich and productive, and timber is in great abundance. Ascension is inhabited by five distinct tribes, who live separately and are governed by different chiefs. After the small-pox epidemic of 1852, the inhabitants numbered some 5,000 or 6,000. These are of robust constitution, and many of them speak English, which they have learned from the many traders who visit the island. They are also more civilized than the natives of the other islands of the Caroline Group, although, the correspondent regretfully adds, the vice of drunkenness and other evil practices, unknown on the other islands, have been introduced.

Tax telegram conveying the intelligence that France has hauled down her flag at Cairo, and thus brought about a rupture of her relations with Egypt, is a little puzzling. It certainly adds materially to the complication of the Egyptian Difficulty, although its effect may be to place that question upon a clear and even a satisfactory basis. We do not believe that England and France will of necessity be embroiled in this dispute, and possibly the steadfast refusal of the British Government formally to undertake a protectorate of Egypt will now be an advantage. If the dispute has arisen in connection with the neutrality of the Canal, as seems likely, the suppression of the *Bosphore Egyptian* being, in that case, merely an incidental act—it is hardly conceivable that the English advisers of the Khedive would have allowed the Egyptian Government to refuse reparation to France had any reasonable arrangement been possible. But it may be that France is now prepared to assert her right to interfere in the affairs of Egypt apart from the neutrality of the Canal. In that case, however acceptable a dual control might at one time have been to the British nation, it is very doubtful whether it now would be received with pleasure or satisfaction. The result of this action on the part of France will probably be to bring about what Prince Bismarck has so industriously aimed at—viz., a clearer and more distinct British policy in Egypt. The Egyptian Convention, which was approved by in the House of Commons on 27th March, and according to Mr Childers, contains any guarantee against international intervention in Egypt. Possibly this may furnish the means for a possible settlement of this sudden rupture of relations. The Great Powers being the intermediaries. It is, we believe, unnecessary to conclude that France is either acting with a view to favour Russia, or at the instigation of the great wire-pulling German Chancellor. The hands of the Cabinet have certainly been freed by the close of the Franco-Chinese embroilment, but it can hardly be imagined that the French people have any desire to plunge into a fresh war without counting the cost. France will, of course, have to deal with Turkey, the more especially as the Convention, which was signed by the Powers on the 17th March, provides for the prolonged occupation of Egypt by the British forces. France was, of course, a party to this Convention; and it is to be noted that an international Conference on the Suez Canal question was opened at Paris on the 30th ultimo. France would seem, therefore, to have placed herself in a somewhat false position.

We have received from the Imperial Federation League, a copy of the printed 'Report of the adjoined conference and of the first meeting of the League, held on November 18th, 1884,' and also a copy of the Right Hon. W. E. Foster's article on the Imperial Federation, reprinted from the 30th March number of the *Nineteenth Century*. As the objects of the League are, perhaps, not so well known to people in

Hongkong as they might be, owing to the aloofness of the local committee who have undertaken the formation of a branch here, we now reproduce the principal resolutions which have been passed by the Provisional Committee (of which Mr Foster is Chairman):—

1. That a Society be now formed, to be called 'THE IMPERIAL FEDERATION LEAGUE.'
2. That the object of the League be to secure by Federation the permanent unity of the Empire.
3. That no scheme of Federation should interfere with the existing rights of Local Parliaments as regards local affairs.
4. That any scheme of Imperial Federation should combine on an equitable basis the resources of the Empire for the maintenance of common interests, and adequately provide for an organized defence of common rights.
5. That the League use every constitutional means to bring about the object for which it is formed, and invite the support of men of all political parties.
6. That the Membership of the League be open to any British subject who accepts the principles of the League, and pays a yearly registration fee of one shilling.
7. That donations and subscriptions be invited for providing means for conducting the business of the League.
8. That British subjects throughout the Empire be invited to become members, and to form and organize Branches of the League.

The means suggested by the Provisional Committee for bringing about the objects of the League are thus set out in the Report just mentioned:—

- a. Publications, Lectures, and Meetings;
- b. The collection and dissemination of statistics and information bearing upon the objects of the League;
- c. The interchange of views between friends of Federation in the United Kingdom and the Colonies; d. Providing, in a really available form, information relating to the common interests of the Empire, and tending to further the objects of the League.

The two pamphlets before us are evidently the first step which the League has taken in the way of disseminating its objects by means of publications. The first contains speeches by Mr Foster, the Earl of Rosberry, the Marquis of Normandy and others, all strongly advocating the necessity for, and the advantages of, imperial federation. In the second Mr Foster discusses the need for imperial federation temporarily yet with convincing force. He admits that at present Great Britain and her colonies are one commonwealth, but he is afraid that 'in giving self government to our colonies we have introduced a principle which must eventually shake off from Great Britain' Greater Britain, and divide it into separate States.' Whether his fear would ever be realized, or not, is, of course, problematical, but still the danger he has pointed out clearly exists, and it is well, therefore, to effect 'such a union of the mother-country with her colonies as will keep the realm one State in relation to other States.' As it seems to us, the movement, which has had a most auspicious beginning, ought to receive our unqualified support, small though it may be. That the community has not already shown its approval of the idea, is, we think, wholly due to the lack of energy shown by the local committee, who are apparently afflicted with the inertia which is found in such abundance in most Government Departments.

SALE OF THE WRECK OF THE 'CASTLE.'

The wreck of the steamer *Castle*, now lying on Flat Island, near the Ly-be-moon Pass, was sold by Mr E. Jones Hughes, by auction, at noon to-day, for \$4,300. To Mr Ng Mun Kwan. There was a large attendance of Chinese, and a keen competition took place between them. The first bid given was \$100, and the bids were raised by \$100 till \$900 was reached, when the figure was raised by \$50 and \$100 until the sum at which the wreck was knocked down was gained.

THE PROPOSED EXTRA TAX ON TEA-GROWERS.

Some weeks ago was published in the *China Mail* a translation of a proposal made by the Board of Revenue to levy a tax on tea at the seat of production. The Court directed that it should be tried and reported on by the authorities in all the provinces. The head lekin office of Hupel has now moved the high officers of that province to represent to the throne that, in the present depressed condition of the trade, such a tax would do far more harm than could be compensated for by the funds so raised for military purposes.

The *Shen Pao* of the 10th of April contains a very sensible leading article on the above protest, which may be briefly summarised as follows:—While admitting the excellent intention of the Board, the writer denies that any real benefit would accrue from the tax. The China tea-market has of late been much depressed—a depression which each year intensifies. Silk and tea used to be the chief exports of China, and their value far exceeded that of imported opium. Now no profit can be got from silk, and tea has decreased in amount by several hundred thousand chests. This is due to the foreign merchants refusing to pay the price demanded. At the beginning of a season telegrams announce that the foreign market must have so much and that prices will be high. At once the tea men hurry to the hills and engage to take so much at a rising price. But before it reaches the port, perhaps, the market is reported to have fallen. The tea men have to sell at a loss to the foreigners, or, if they ship on their own account, lose still more heavily. If this extra tax is imposed, the purchases of tea men will be still more checked. What is the good of exasperating the traders and ruining the trade?

It is a clever device to give foreigners no

chance of protesting by levying the tax from the growers. But the Board does not see that the present stagnation of trade is caused by the foreign merchants refusing to take delivery of tea, or, because of the adulteration of China tea, or the high price asked for inferior grades, cutting down the price in every way, whereby many tea men have been ruined. This 'cutting' is not solely due to their desire to lower the price of China tea, but also to the competition of Indian and Japanese teas, which diminish the importance of China tea in the market. Meanwhile Chinese dealers, from shortsighted avarice, give additional justification for the complaints of foreigners by adulteration, and the growers have not yet devoted attention to improving the plants and the mode of firing and preparation, but simply try to get an unnaturally high price. We have repeatedly urged those concerned in the trade to endeavour by honest industry to improve it as the only hope for the future. Unless this be done, we fear that not only will all China's profit from foreign trade be extinguished but even a direct drain on her resources may ensue. For the question of tea export is of serious consequence to the State. To neglect to improve the preparation and merely levy extra taxes will kill the China tea trade. We hope that all the other provinces will follow the example of Hupel.

CORRESPONDENCE.

MR ACKROYD'S APPOINTMENT.

To the Editor of the 'CHINA MAIL.'

Hongkong, April 25.
Sir,—You did me the honour of publishing a letter I addressed on the 5th March last to His Excellency the Governor on the subject of Mr Ackroyd's appointment as Puisne Judge.

Will you oblige me by printing, in your issue of to-night, His Excellency's reply thereto. It is only fair that the public should know, at the earliest possible moment, that the opinions I then ventured to express have not met with the approval of the Secretary of State for the Colonies to whose judgment I had appealed.

Yours truly,
Jno. J. FRANCIS.

(The *courier*.)

No. 444.

COLONIAL SECRETARY'S OFFICE, Hongkong, 25th April, 1885.

Sir,—Adverting to previous correspondence, I am directed by the Governor to inform you that, in compliance with the promise conveyed in my letter No. 515 of the 15th ultimo, His Excellency forwarded to the Secretary of State for the Colonies, a copy of your letter of that date respecting the appointment of Mr Ackroyd as Acting Puisne Judge; and that a telegram has this day been received from Lord Derby conveying His Lordship's approval of Mr Ackroyd's appointment.

I have the honor to be, Sir, your most obedient servant,
W. H. MARSH,
Colonial Secretary.

J. J. FRANCIS, Esq., Barrister-at-Law,
&c., &c., &c.

Police Intelligence.

(Before H. K. Woodhouse, Esq.)

Saturday, April 23.

TS-PA GAMBLING.
Chow Asai, a shopkeeper, living at No. 27 Garden Lane, was convicted of keeping an agency for the sale of ts-fa lottery tickets on the 17th inst. A previous conviction for a similar offence was proved, and defendant was fined \$25, or fourteen days imprisonment.

TS-PA GAMBLING.
Lung, of 43 Stanley Street, and Chiu Achoy, living on the ground floor of No. 143 Queens Road West, were also convicted of the same offence and were each fined \$20, or fourteen days imprisonment.

LARCENY.
An old offender, with four previous convictions recorded against him, was sentenced to six months imprisonment with hard labour for stealing a brass pipe from a house in Third Street.

NOTES FROM THE METROPOLIS.

(From a Correspondent.)

London, March 18.
The Window Cleaning Co., which is engaged with the great success, has been followed by The Naval and Military House Cleaning Brigade, Limited. If the one succeeds the other should. What shall we have next? I wonder. Would any of your readers like to join the Army and Navy Dance and Dining Co., Limited, or the Wedding Breakfast and Guest Supply Association. They might meet with great success.

The inventive genius of the Americans has long been famed, but it has passed almost into a saying that no argument could ever force a square hole. Yet this even has been accomplished by a Cleveland mechanic. Working on the same principle as the ordinary augur of commerce, instead of a central bit, steel rocking knives are set in motion by the augur and in two minutes a square hole is excavated. This is the record entirely, and the Cleveland mechanic may go right up to the top. In these days of dynamiters and their black bags, the latter method is rather a suspicious burden to carry. Your fellow travellers look askance at it, railway porters and guards see it severely, and Robert the Policeman shows a decided inclination to view its contents. One evening this week a detective who for some weeks past has been watching a house in the city, saw the collector engaged in the defence of a dynamiter, the dynamiter, the other, a friend of his. The consequences were no more serious than a couple of hours' detention and the loss of his train to Liverpool by Mr Quilliam.

The London Generals are not over anxious to have special correspondents with them. Sir Trevor Lawrence, in the House, promptly put a very pertinent question upon the account given of the battle of Abi Klea by the *Daily Telegraph*, partly which was as follows:—'Possibly much of the wideness of the war was occasioned by the excitement of finding that hundreds of cartridges jammed fast after the second or third shot. I have since been told by officers that this year our mongrel cartridge sticks worse than ever. I am sure, I am sure of weapons rendered temperately useless. I myself took up a

stuck.' An inquiry is to be made into the matter. The sportsman devotes a column, and more to the return of F. Archer to his native country. He is, we are told, vastly improved in health, and scales now fast. He gives his views upon America, concluding nothing very new. He went to see Miss Buckley and that he received the fashionable jockey with pleasure. She chaffingly told him she intended coming across to England to shoot Gladstone shortly and then repair to join the Mahdi. In personal appearance she is one of the finest women he ever saw, being tall, very good looking, with beautiful light flaxen hair—dressed with exquisite good taste in black. She is quite convinced she will be acquitted. Archer has seen America pretty well, from seeing the pig-killing and coming at Chicago to 'coburning' at Montreal. But during his whole stay he never had anything to do with racing or mating men.

'Mazappa,' at the 'Gaiety' of Barnard, has been well received. Nelly Burton, in *Immense Sprites*, is simply several thousand horses' power of support to the piece and her 'What cheer 'Ria?' a popular howl which has already won many of applause at all the music halls, seems to 'fetch' the audience equally well. The home of the 'mashers.' It is a dull jangle, ending in a discordant yell, reminding one of the tipsy shout of the Quaker Latin students at the close of a costume ball. But the louder the fair Nelly screams the more the pit and gallery yell their applause. So everybody is pleased. It appears the world is indebted to Miss Bonnie Bellwood, a star of the 'Royal,' for this pretty effusion, and it is by her 'kind permission' that Miss Farran sings it. This she may perhaps regret when every street boy is singing it, which seems more than likely.

Mr Patrick Egan, President of the Irish Land League, while at a ball the other night, received a box which he soon opened. It contained a dynamite machine, wound up for explosion with dynamite. This is a cheering news. When the workers begin to blow each other up the tide is setting in the right direction. Mr Arnold White, the 'Amateur Cane,' has given the world in one sentence a vivid picture of the British tramp ward. Putting his head down to close to another tramp, he was politely asked what he was doing, the printing of the sentence necessitating a suggestive dash. He murmured an apology, and the objecting party angrily consigned him 'to the regions of eternal rest,' and down he went. For an enthusiastic way of alluding to territory not generally included in terrestrial geography, 'regions of eternal summer' is good.

Mr Arthur Roberts has just been autographed by a well-known London lawyer. He looks like one still, and at length earned £2 per week, upon the marriage. One evening he sang, at an amateur concert, a comic song. The manager of an East end music hall was less than generous. He engaged him, and he fulfilled his obligation by day at his clerkship. Others followed, until, under the name of Arthur Roberts, he blossomed into a music-hall star of the first water, and is now a leading comedian.

It is not given to everyone to be very clear why they dub themselves either liberal or conservative. But for a real good reason for partisanship, commend me to an old woman, who, on being asked why she preferred the liberal, said 'why them's the ones that gives me the most comfort.'

The Drury Lane Panomime for next Christmas is already engaging the attention of the 'great caterer.' In New York Mr Alfred Thompson is designing a set of costumes for 300 ladies to represent a 'Dress of East Women.' Mr Harris is thus going to run a sort of beauty show, and he will ransack town and country for pretty faces and fine forms to draw the holiday makers next Christmas tide.

Mr Tom Thumb will soon console himself, and there is much excitement in the great world in consequence. We have not seen the lumpy bridegroom, Count Rosebud, over here, but in America he is of great account. The wedding will take place of the 6th of next month at Trinity Church, New York, amid lavish preparations, and the demand for seats is unparalleled.

Miss Jennie Lee is again acting 'Jo' in London at the Strand Theatre, and many a tear-stained face comes forth nightly, bearing witness to the fearful interest taken in the fortunes of the little driftnet sweeper. It is without exception the most moving piece I have ever seen on the boards.

BOMBAY COTTON EXPORTS TO CHINA.

The *Bombay Gazette* of the 20th ultimo, says:—At the meeting of the Bombay Millowners' Association, which was convened yesterday to consider the advisability of working short-time, a great deal was made of the influence that the war between France and China has exercised upon the mill industry in Bombay. That this influence has been great, is a widely-recognized fact. It is in fact that the demand for cotton on the subject it seems to have been written on the troubles in the Farther East have virtually closed the Chinese market to our goods. In every case in which the managers of a Bombay mill have had to account to shareholders for a loss, the Chinese difficulty has been pointed to as the sufficient cause of depression. In those circumstances it will surprise those who have not watched the trade to learn that we are sending to China not less but more goods than before the commencement of hostilities. The state of the case can be best exhibited by comparing the exports to China from Bombay in the three months November, December, and January with those of the corresponding period of a year previously, when France and China were at peace. Thus in November, 1884, the exports to Hongkong amounted to 45,440 pounds of yarn, and to Shanghai 41,000 pounds of yarn and 1,08,000 yards of piece-goods, as compared with 32,940 pounds of yarn and 1,22,480 yards of piece-goods to Shanghai in November, 1883. In December last there were no exports of piece-goods to Hongkong, but the yarn exports amounted to 44,050 lbs., and to Shanghai 74,700 pounds of yarn and 1,02,000 yards of piece-goods, as compared with 30,000 pounds of yarn and 3,850 yards of piece-goods to Hongkong, and 11,000 yards of piece-goods to Shanghai. In January of the present year we sent 40,440 pounds of yarn to Hongkong and 80,000 to Shanghai, with 4,07,820 yards of piece-goods to Hongkong, and 1,32,000 yards of piece-goods to Shanghai. This compares with 30,000 pounds of yarn sent to Hongkong in January, 1884, and 24,000 yards of piece-goods to Shanghai and the Treaty Ports. The transactions of the two quarters may be thus summed up. The exports to Hongkong from Bombay to China in the quarter which ended on the 31st January of the present year, amounted to 1,32,000 pounds, and those of piece-goods to 4,77,820 yards, an increase in the former case of more than thirty-two lakhs, and in the latter of more than 1,90,450 yards. So that despite the war we are sending more goods than ever to China. What the value of the trade may

be is another question, but that it is growing very considerably is obvious. There are some well-informed in all that relates to the trade, who predict that the Bombay spinning industry will ultimately profit by the present state of affairs in China. We are getting a footing in the country such as we never had before; we are disabussing the Chinese to the use of yarn which must displace the rough hand-made yarn still in use in the interior of the country, and for which the consumers will be willing to pay more rather than do without them. The only question is, how many of the mills will be able to hold on until the good time comes, when the Chinese will not only take more than ever of our yarn, but when they will be able and willing to pay more for them!

THE BOMBAY OPIUM REVENUE.

The general results of the administration of the Opium Department in the Bombay Presidency during the year 1883-84 appear from the recently issued report to have been satisfactory. The excise opium revenue again shows a substantial increase, mainly through a rise of Rs. 12,76,400 in the revenue derived from pass-fee on the opium exported during the year. This revenue in the previous year amounted to Rs. 2,44,64,200. An increase from Rs. 5,188 to Rs. 10,502 is also to be noticed in transit-fee. This increase, though not considerable in itself, is proportionately large, and is the result of a reduction of fees introduced during the previous year. During the year under review China imported 39,783 chests of opium, or 2,417 more than in the previous year. The number of chests imported from pass-fee only was 1,387, which is 42 in excess of that in the previous year. Some 93 chests were exported to ports on the African coast, and 363 chests to Coochin and Mysore. One strange fact stated in connection with the trade is that the average price prevailing in the Bombay market was higher than those in the Hongkong market. On the face of it it would seem as if there must be a depression in the trade on account of this, as exporters would be losers by their transactions. On the contrary, the trade showed signs of increased activity. This matter is thus touched upon in the Government review of the report:—It is no doubt true, as stated by Mr Pritchard, that the profit of the exporter does not necessarily depend upon the rates received as output in China at the date of the purchase in Bombay, but there is equal truth in his statement that the fluctuations in the prices ruling in the Bombay market are usually the reflex of the fluctuations in the prices obtaining in the China market. His Excellency in Council finds it difficult to believe that, with telegraphic communication available, merchants purchased opium in Bombay during the year under review at a higher rate than the average that could be obtained for it in Hongkong. Of course, the latter is related for home consumption, the Native States buy the greater portion. The duty on opium sold for home consumption rose from Rs. 6,34,345 in 1882-83 to Rs. 6,05,149 in 1883-84, and a further sum of Rs. 1,97,485 was paid up by licensees to make up the full duty guaranteed by them. The fees for licenses to sell by retail also showed an increase. The total excise opium revenue amounted to Rs. 10,28,502, and showed an increase of Rs. 1,23,205.—*Bombay Gazette.*

CHINA COAST METEOROLOGICAL REGISTER.

AT 4 P.M.—APRIL 24.

AT 4 P.M.—APRIL 24.							
Station.	Barometer reduced to sea level.	Thermometer.	Humidity.	Wind.		Weather.	Rain during previous 24 hrs.
				Direction.	Force.		
Batavia	30.00	84.4	2	WSW	1	b	—
Manila	30.00	84.4	2	WSW	1	b	—
Hankow	30.00	84.4	2	WSW	1	b	—
Hongkong	30.03	75.59	88	SE	3	o	—
Amoy	30.06	76.07	88	SE	3	o	—
Shanghai	30.18	58.81	88	ENE	3	of	—
Nagasaki	33.15	—	88	SW	2	b	—
Yokohama	33.17	41.0	88	NW	4	b	—

